

- wherein an electromagnetic slip coupling dependent on the motor speed is arranged between a motor shaft (3) and the freely rotatably mounted fan wheel,
  - wherein an electromagnetic speed limiting and governing device which limits the delivery of cooling air to the required quantity of cooling air is provided between the motor shaft (3) and the fan wheel (2),
  - wherein the fan wheel speed decreases in relation to the motor speed, when the motor speed exceeds a predetermined level, so that the slip coupling becomes increasingly ineffective to engage the fan wheel, and increases again, when the motor speed drops below the predetermined level and the slip coupling increasingly re-engages the fan wheel, and
  - wherein the motor shaft (3) bears permanent magnets (6), and a hub (7) of the fan wheel (2) has an electrically conductive part or the fan wheel is provided with permanent magnets and the motor shaft is provided with an electrically conductive part.
4. (Amended) The electromotive drive as claimed in claim 1, characterized in that the electrically conducting part of the fan wheel or of the motor shaft forming the electromagnetic slip coupling with the permanent magnets (6) of the motor shaft (3) or of the fan wheel (2) comprises a sleeve (10) of electrically conductive material.

6. (Amended) The electromotive drive as claimed in claim 1, characterized in that the fan wheel (2) has a hub (7) of nonmagnetic material, or in that the fan wheel consists of plastic and a sleeve (10) of electrically conductive material is fitted into the fan wheel hub.
7. (Twice Amended) The electromotive drive as claimed in claim 1, characterized in that parts of the electromagnetic slip coupling (6, 10) are arranged in coaxial or radial arrangement in relation to the motor shaft (3).
9. (Twice Amended) The electromotive drive as claimed in claim 1, characterized in that the permanent magnets of one part of the slip coupling has a center which is axially offset in relation to a center of the other part of the slip coupling, forming a cage.
13. (Twice Amended) The electromotive drive as claimed claim 1, characterized in that parts of the electromagnetic slip coupling (6, 10) are dimensioned such that the maximum breakdown torque or the highest driving-along effect between the motor shaft (3) and the fan wheel (2) is reached at a predetermined motor speed, which is sufficient to overcome the drop in pressure of the aerodynamic circuit.

19. (Amended) The electromotive drive as claimed in claim 3, characterized in that parts of the electromagnetic slip coupling (6, 10) are dimensioned such that the maximum breakdown torque or the highest driving-along effect between the motor shaft (3) and the fan wheel (2) is reached at a predetermined motor speed, which is sufficient to overcome the drop in pressure of the aerodynamic circuit.
20. (Amended) The electromotive drive as claimed in claim 4, characterized in that the parts of the electromagnetic slip coupling (6, 10) are dimensioned such that the maximum breakdown torque or the highest driving-along effect between the motor shaft (3) and the fan wheel (2) is reached at a predetermined motor speed, which is sufficient to overcome the drop in pressure of the aerodynamic circuit.
24. (Amended) An electromotive drive, comprising:
- an electric motor having a motor casing and a motor shaft received in the motor casing;
  - at least one fan wheel driven by the electric motor and having a hub,
  - a bearing unit positioned between the motor casing and the fan wheel for so supporting the fan wheel as to freely rotate with respect to the motor casing;
  - an electromagnetic speed limiting and governing device for controlling a supply of cooling air, said electromagnetic speed limiting and governing device including an electromagnetic slip coupling, which is disposed

between the motor shaft and the fan wheel and so configured that at a predetermined motor speed an engagement action of the slip coupling with the fan wheel decreases to almost zero as the motor speed further increases, and increases to full engagement action, as the motor speed drops again below the predetermined motor speed, and wherein the slip coupling includes a configuration selected from the group consisting of a first configuration in which the motor shaft supports a permanent magnet arrangement and the hub of the fan wheel has an electrically conductive part, and a second configuration in which the fan wheel is provided with a permanent magnet arrangement and the motor shaft is provided with an electrically conductive part.

**Add the following claims:**

43. (New) The electromotive drive as claimed in claim 4, characterized in that the sleeve is made of copper.
44. (New) The electromotive drive as claimed in claim 6, characterized in that the hub is made of aluminum.

**IN THE DRAWING:**

**Add FIGS. 2-4 as per copy enclosed.**